

8100 PROCEDURE 320

Resource Ordering - Aircraft

(April 2010)

[\(See Policy 8134 – Aircraft Resource Ordering\)](#)

Responsibilities and Action

The most advantageous and efficient use of CAL FIRE firefighting aircraft is the initial attack of new fires. Consistent with the concept of primary use of aircraft for initial attack; CAL FIRE aircraft will be diverted to new fires whenever their proximity is closer/faster from than other like uncommitted aircraft. Helitankers and single engine airtanker (SEAT) will not be considered airtankers on initial attack dispatches. If the closest air resource is a SEAT or helitanker, they may be dispatched as the closest “supplemental” aircraft.

Policies regarding the diversion of aircraft should be well understood by all administrators, Incident Commanders, ECC officers, dispatchers , and cooperating agencies as defined in [\(Policy 8342.2.3 Diverting Aircraft – Authority and Responsibilities\)](#).

Unit ECC

1. **Initial Attack.** Dispatch aircraft per the Unit Response Plan.

- a) The closest aircraft (of the type required) will be dispatched based on proximity to the incident, as identified in the Unit’s response plan.
- b) If the Unit’s response plan identifies that the closest aircraft is in an adjacent Unit, the dispatcher may go directly to that Unit and/or Base to dispatch available aircraft. If the closest air resource is a SEAT or helitanker, they may be dispatched as the closest “supplemental” aircraft.
 - i. Enter requests into the resource ordering system of record.
 - ii. Using the intercom, broadcast the following information to the adjacent Unit ECC (if the closest aircraft are identified in the response plan to be in an adjacent Unit’s base), the Region OCC, and the airbase with the following information:
 - (1) Incident/Project name.
 - (a) Identify type of incident if other than a wildland fire (i.e. short haul.)
 - (2) Order number.

(3) Descriptive location.

(a) Example: Community, cross street, landmark.

(4) Legal land description (section, township, range, and base meridian.)

(5) Latitude and longitude (degrees, decimal minutes.)

(6) Air Contact Name, frequency name and numeric.

(7) Ground Contact Name, frequency name and numeric.

(8) Victor Frequency (optional).

(9) Announce aircraft request numbers, aircraft type and specific aircraft identification either being requested or using, if known.

(10) Announce any known hazards (powerlines, towers, and other aircraft.)

(11) Reload base (optional.)

(12) Identify other resource requests (equipment, crews, overhead) and the ECC(s) you are requesting them from.

c) If the closest aircraft listed on the wildland response plan is not available, the Unit ECC will place the request with the Region OCC for the closest available resource.

d) Diverting Aircraft

i) The Unit ECC will divert aircraft assigned from going fires within that Unit, to new fires within the Unit unless there is a "No Divert" Notification for the aircraft. [\(See HB 8100p405 - Aircraft "No Divert" Notification\)](#)

ii) Contact the Air Tactical Group Supervisor (ATGS) assigned to the incident announcing, "Aircraft Divert" and instruct the ATGS controlling the aircraft to immediately divert the closest available specified type(s) of aircraft to the new fire. The responsible CC may contact pilots or air bases directly to divert aircraft if not in immediate contact with the controlling ATGS. The following information will be given:

(1) Bearing and distance to the new fire if known.

(2) Latitude and Longitude for GPS navigation.

- (3) Description of the area.
 - (4) Air and ground contact identifiers.
 - (5) Air and ground contact frequencies.
 - (6) Any known hazards to flight.
 - (7) The ATGS will identify and divert available attack-ready aircraft considering fuel and retardant loads as well as flight time needed for effective action, and will contact the Incident Commander of the divert.
 - (8) The ATGS will notify the ECC of the radio identifiers and the estimated times of arrival (ETA) of the diverted aircraft.
- iii) Enter the divert information into the resource ordering system of record.
 - iv) Notify affected ATGS, other ECC, Region OCC, bases, and incident commanders of the divert of aircraft.
 - v) If the aircraft divert is requested by the Region OCC, the ECC will notify the ATGS of the diversion time and the radio identifiers of the aircraft diverted.

2. Extended Attack.

Once the aircraft identified by the initial response plan have been committed, all additional requests will be placed with the Region OCC. Only one resource will be filled per request number. If a fixed wing resource is released from an incident and is then reassigned later, it shall be given a new request number.

Any CC

- a) Contact Region OCC by Region Intercom.
- b) Specify old order number and "New Request." After acknowledgement, provide the following:
 - i) New Aircraft request number.
 - ii) ICS Type and Kind of resource requested.
 - iii) Any changes from prior instructions or information listed in New Order section above.
 - iv) Date and time needed if not immediate need.
 - v) Repeat actions i through iv for each resource requested.

3. Aircraft Release

- a) Incidents will release all fixed wing aircraft at the conclusion of air operations each day and shall place aircraft request(s) by 1900 hours for the next day's operations.
- b) Rotary wing resources may remain on the same request number for the duration of an incident as long as they are not released from the incident or reassigned.
- c) Region OCC or Units may "remain overnight assigned" (RON) aircraft and aircraft crews at an air base or other location closer to the incident if:
 - i) It does not appear that there is reasonable time for the return flight back to their assigned base (greater than 45 minutes).
 - ii) That there is an early start time for the following day.
 - iii) Weather would adversely affect resource safety or availability.
- d) CAL FIRE aircraft shall be released from an incident with adequate time for the return flight to their assigned base, if:
 - i) A relief pilot swap is necessary for the next day or;
 - ii) Maintenance needs of the aircraft requires it.
- e) Rotary wing aircraft and CWN fixed wing aircraft will normally remain assigned to an incident until released by the incident.
 - i) Consider releasing CAL FIRE owned helicopters and hiring CWN helicopters on extended fires. This will enable CAL FIRE helicopters to be available on their home base for initial attack.

Region OCC

1. Initial Attack or Extended Attack.

Upon announcement on the Intercom, the Region OCC receives request(s) for aircraft in the resource ordering system of record and determines the closest available resource bases based on proximity.

- a) Receive the aircraft request(s).
- b) Attempt to fill all or part of the requests using the closest resource concept, includes placing requests with the other Region OCC, the other Geographical Area Coordination Center (GACC), or other appropriate source (i.e. NICC or Sacramento CC).
- c) If the closest air tanker is assigned to another incident, it may be diverted to the new incident. (Following steps outlined in this procedure "Diverting Aircraft 1.d" above).c) If the closest air tanker is assigned to another incident, it may be diverted to the new incident. (Following steps outlined in this procedure "Diverting Aircraft 1.d" above).

- d) Using the intercom, broadcast the appropriate information to the Unit(s), the other Region OCC (if appropriate), and the airbase(s) the request(s) are going to. (See Initial attack 1.b.ii above.)
- e) If unable to fill, return the request to the requesting ECC as UTF.

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